

Session 5: Land Use and Transportation Planning - Relevant Recommendations

Land Use:

- Implement a complete streets policy to guide sound planning, engineering, operating and maintenance practices for all roadway projects by all transportation agencies in New Jersey.
- Provide planning assistance to local government to review new corridors for integrating transportation and land use planning, as well as continue in transit oriented development.
- NJ Transit will seek to partner with at least five communities each year along it's existing bus and rail system where its has a station, terminal or major bus stop, to expand Transit Oriented Development (TOD) planning, land use regulatory actions and implementation.

Session 5: Land Use and Transportation Planning - Relevant Recommendations

Transportation Planning:

- Develop a method for analyzing the carbon footprint impact of transportation capital programs using a lifecycle assessment.
- Explore more fully over the next 18 months the feasibility of usage based auto insurance, also known as Pay-As-You-Drive (PAYD) insurance. PAYD insurance is an innovative insurance product that provides incentives to consumers to adopt safer and more environmentally responsible driving behaviors.

Session 5: Land Use and Transportation Planning - Relevant Recommendations

Transportation Planning (cont.):

- Analyze the feasibility of implementing pricing mechanisms and their effectiveness at reducing GHG emissions
- Evaluate revisions to the State Highway Access Management Code that would promote smart growth, including, but not limited to: creating a new “Main Street” classification, permitting developers to take advantage of a “multimodal transit credit” where appropriate, simplifying the process for creating and maintaining Access Management Plans, and revising the Desired Typical Sections

Land Use Planning and **Transportation Indicators:**

- Limit VMT growth rate, between now and 2020, to no more than 1%/year;
- Ensure that all VMT in New Jersey is “green” VMT within the next 15 years.
- Hold GHG emissions from on-road transportation to a total of no more than 40 MMT by 2020.
- 90% of development will occur in areas already served by public infrastructure and 99% of that development will be in the form of redevelopment.

Land Use Planning and **Transportation Indicators (cont.):**

- At least 90 percent of all buildings in New Jersey will be fully occupied.
- All new land use and transportation investments will consider the need to adapt to the impacts of climate change.
- All New Jerseyans will have alternative transportation options to get to work beyond single occupancy vehicles.

Framework for Attaining the 2050 GHG Limit

- Establish transportation and related land use sector GHG emission targets and indicators
- Develop consistent state, regional and local land use strategies to achieve the established targets and indicators
- Align state rules, regulations, planning and infrastructure investments in accordance with the GHG statewide limits
- Ensure that local governments adopt plans and zoning regulations that guide development in areas and ways consistent with the statewide GHG limits
- Establish a carbon footprint standard for large development and transportation projects

Session 5: Land Use and Transportation Planning - Focus Questions

What 2020 or shorter term actions/programs are needed in transportation/land use planning sector that have not yet been recommended?

What kind of pricing mechanisms should the state consider to incentivize GHG reductions in the transportation sector?

What approaches should the state employ to consider the carbon impacts from transportation projects?

What transportation and/or land use planning actions will be the most effective in reducing VMT?

Session 5: Land Use and Transportation Planning - Focus Questions

Do you feel the draft report proposes the appropriate framework to achieve the 2050 GHG limits?

What specific actions do we need to take now to achieve 2050 limits?